BookletChart™

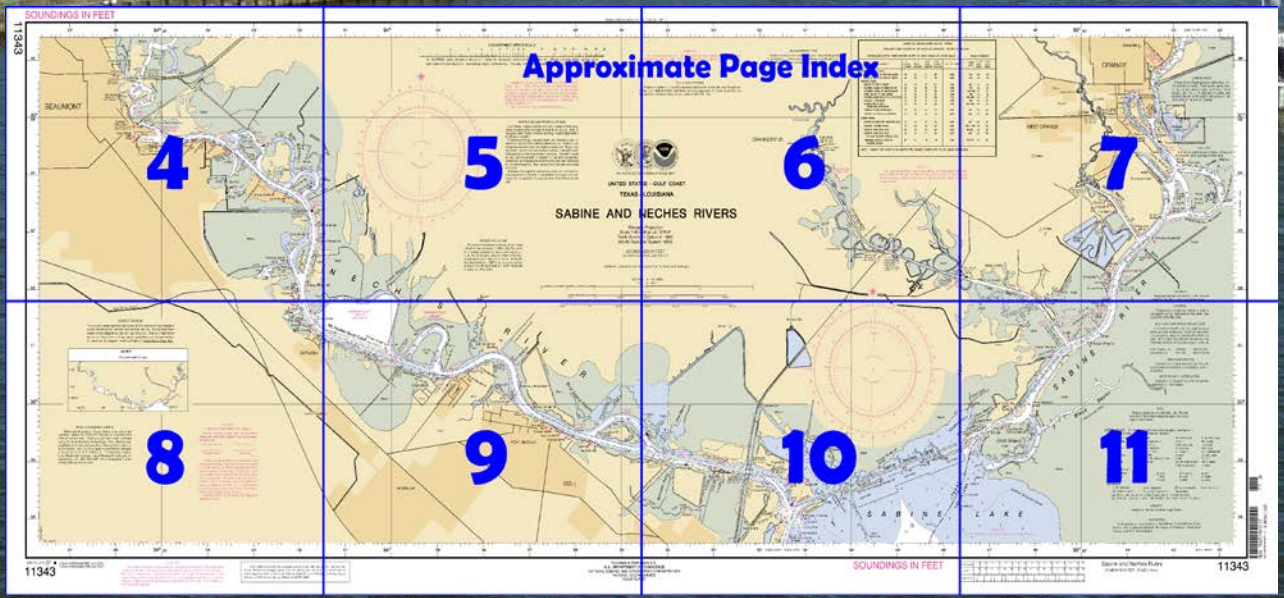
Sabine and Neches Rivers

NOAA Chart 11343

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.

- *Complete, reduced-scale nautical chart*
- *Print at home for free*
- *Convenient size*
- *Up-to-date with Notices to Mariners*
- *Compiled by NOAA's Office of Coast Survey, the nation's chartmaker*



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

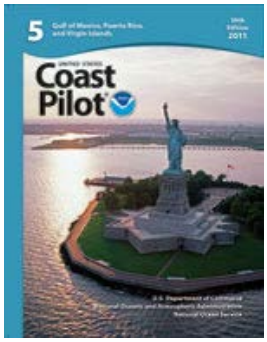
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=11343

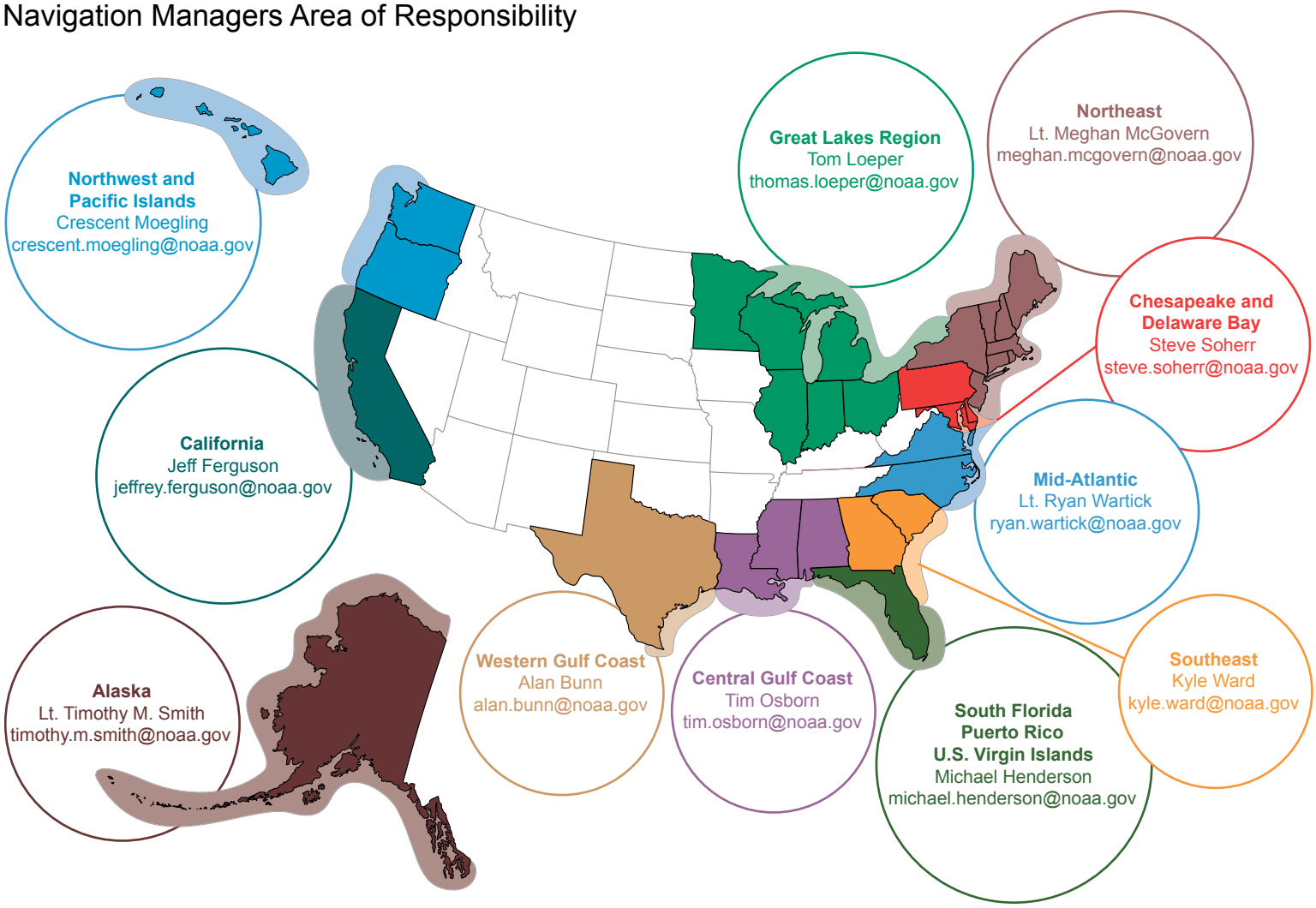


[Selected Excerpts from Coast Pilot]
Neches River empties into Sabine Lake from the NW and extends in a ship canal 18.5 miles to Beaumont. A Federal project provides for a 40-foot channel to a 34-foot turning basin at Beaumont, thence 30 feet to the Bethlehem Shipyards. (See Notice to Mariners and latest editions of charts for controlling depths.) Lights, lighted ranges, and buoys mark the river.
On the W side, at the turn from the Sabine-Neches Canal into the Neches River, there are several basins in which are a marine service wharf, a small-vessel fueling wharf, and a boat club. The marine service wharf repairs small vessels and barges and operates a tank cleaning service.
A marina is on the long canal just W of the S end of State Route 87 highway bridge. Gasoline and berths are available. In July 1982, reported depths of about 5 feet could be carried to the marina.
Port Neches, on the Neches River 5 miles above the mouth, is an important oil refining and chemical center. Petroleum products, asphalt, and roofing material are exported. Port Neches has several private oil handling terminals, a layup berth maintained by a ship repair firm that does above-the-waterline hull and engine repairs, and a wharf and ramp at which gasoline and water are available. The private oil handling terminals are discussed later in this chapter under Wharves, Beaumont.
The marsh island N of McFadden Bend Cutoff has been dredged away except for a strip 300 feet wide. The dredged area forms an anchorage for decommissioned ships under jurisdiction of the U.S. Maritime Administration and has a controlling depth of 18 feet.
Above Beaumont, a depth of about 10 feet can be carried for about 12 miles upriver, but there is no commerce in this section and probably many snags obstruct the channel.
Beaumont, on Neches River 18.5 miles above Sabine Lake and 43 miles from the Gulf, is the largest city in E Texas, and the home of Lamar University. Petroleum, petrochemical, and shipbuilding and repair are the principal industries.
Anchorages.–There are no anchorages at Beaumont; only emergency anchorage is permitted in Neches River. Vessels may tie up to the banks of the river for a limited period provided permission is obtained from the Corps of Engineers. There is temporary anchorage in 29 feet in the bends of the old river below Port Neches and W of the cutoff about a mile above McFadden Bend Cutoff. There is little swinging room.
A barge assembly basin, 2,200 feet long and 350 feet wide for the temporary mooring of barges of tows, is in the bend of the former channel close N of Deer Bayou. Moorings spaced about 175 feet apart on concrete deadmen are on the NE side of the basin.
Sabine River empties into Sabine Lake from the N. **Orange** is a city of some commercial importance on the river about 8 miles above Sabine Lake, and 36 miles from the Gulf. The city is on the main coastal highway between Lake Charles and Beaumont.
Anchorages.–Orange–There are no anchorage areas for commercial vessels in the port. Vessels may tie up along the bank of the river for limited periods if permission is obtained from the Corps of Engineers.
Currents.–Currents in the Sabine River are about 2.5 knots during high stages.
Harbor regulations.–A **restricted area** for vessels of a Navy reserve center has been established at Orange. (See **334.790**, chapter 2, for limits and regulations.)
Cow Bayou flows into Sabine River about 4 miles above Sabine Lake. A dredged channel leads from the Sabine River to a turning basin at the highway bridge at **Orangefield.** In October 2001, the channel controlling depth was 5.0 feet (9.0 feet at midchannel); thence in June 2001, 5.3 to 7.0 feet was available in the basin with shoaling to 2.0 feet in the left outside quarter. In 1996, a draft of 4.5 feet could be carried for about 15 miles above the basin
Adams Bayou empties into Sabine River 2 miles above Cow Bayou. A dredged channel leads from the Sabine River to the first fixed highway bridge. In October 2001, the controlling depth was 6.0 feet. The highway bridge has a fixed span with a clearance of 11 feet. Just below the bridge is a shipyard with a 100-ton floating drydock that can handle vessels up to 70 feet for general repairs.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC New Orleans	Commander 8th CG District New Orleans, LA	(504) 589-6225

Navigation Managers Area of Responsibility

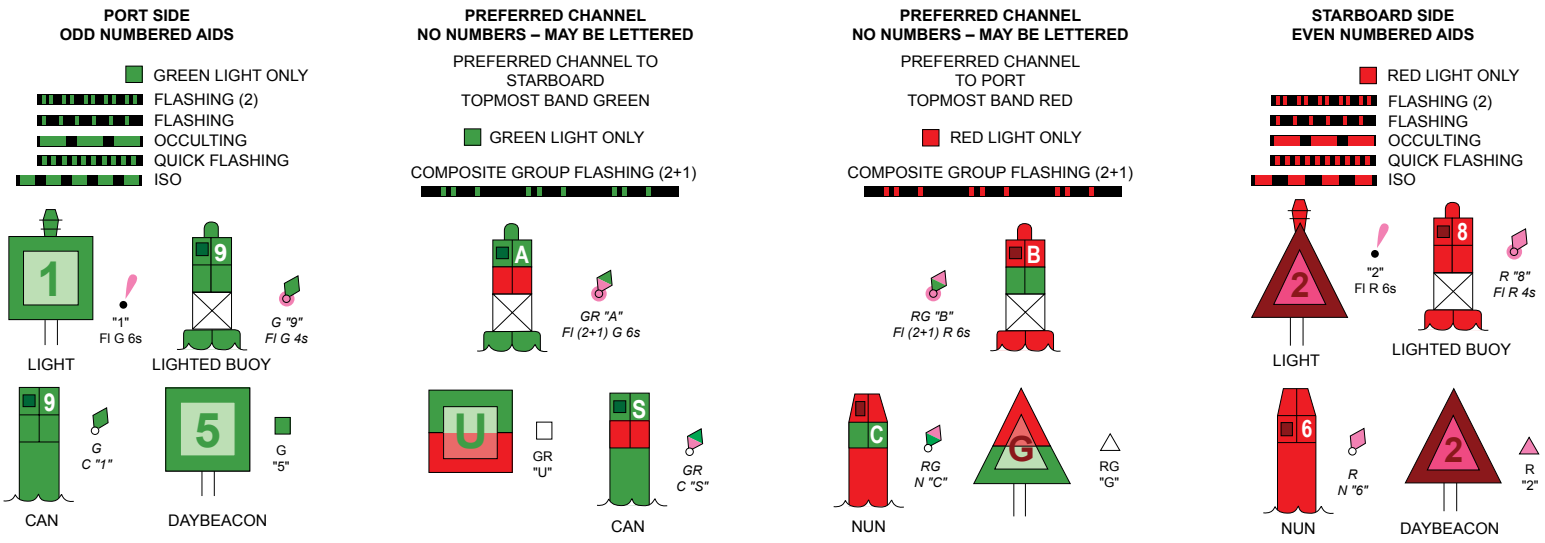


NOAA's navigation managers serve as ambassadors to the maritime community. They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit *nauticalcharts.noaa.gov/service/navmanagers*

To make suggestions or ask questions online, go to *nauticalcharts.noaa.gov/inquiry*.
To report a chart discrepancy, please use *ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx*.

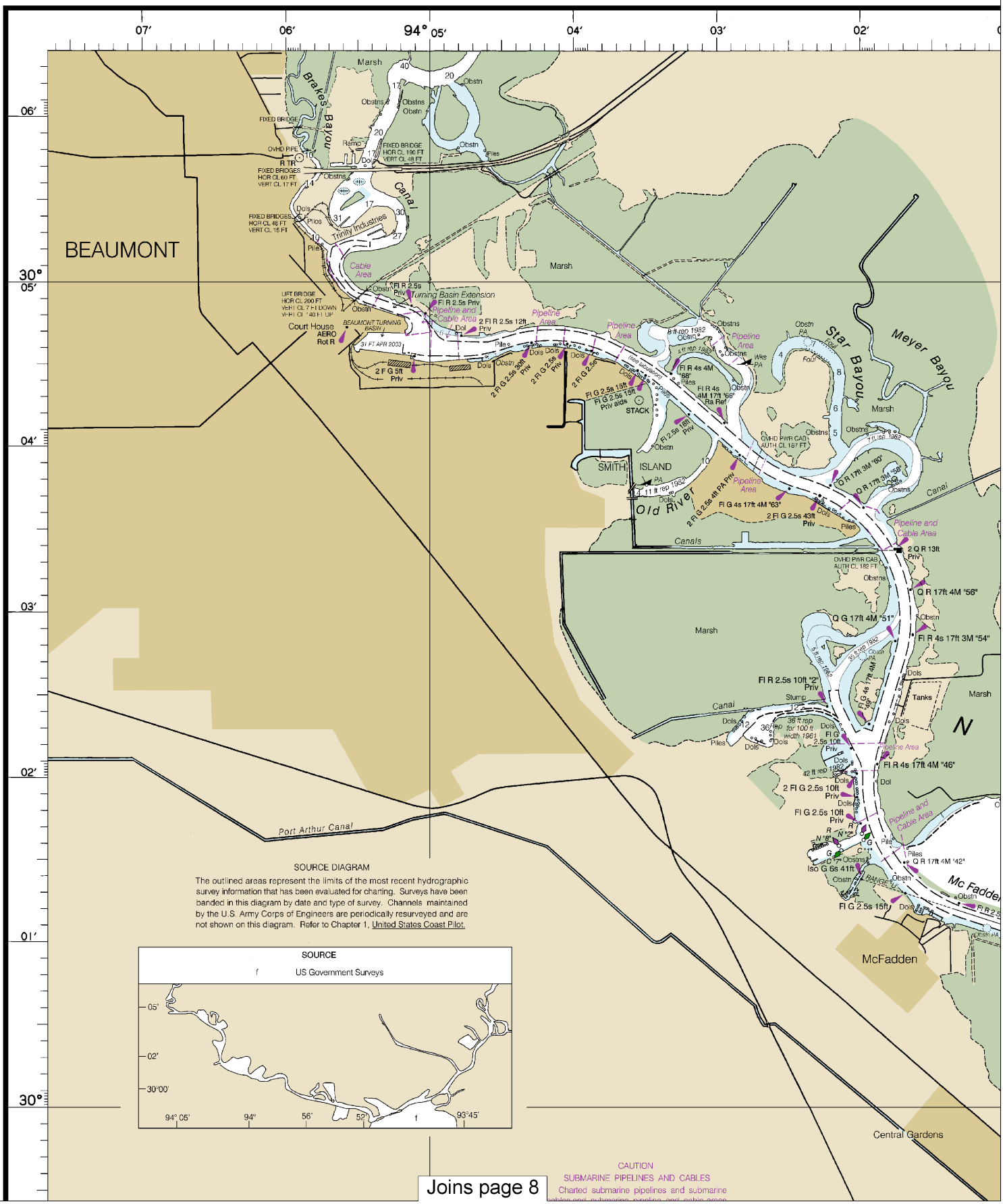
Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at *http://www.navcen.uscg.gov*

SOUNDINGS IN FEET



Joins page 8

4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles
1 ½ 0 1 2 3

Yards
1000 0 1000 2000 3000 4000 5000

See Note on page 5.

Formerly C&GS 533, 1st Ed., Dec. 1921 V-1921-207 KAPP 77

94° 59′ 58′ 57′ 56′ 55′ 54′

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.766" northward and 0.611" westward to agree with this chart.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 8th Coast Guard District in New Orleans, LA, or at the Office of the District Engineer, Corps of Engineers in Galveston, TX and New Orleans, LA.

Refer to charted regulation section numbers.

The prudent mariner particularly on floating aid Pilot for details.

Report all spills of oil a Center via 1-800-424-8802 if telephone communicatio

HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

THE NATION'S CHARTMAKER SINCE 180

UNITED STATES – GULF C

TEXAS – LOUISIANA

SABINE AND NECHI

Mercator Projection
Scale 1:40,000 at Lat. 30°
North American Datum of 1
(World Geodetic System 19

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATE

Additional information can be obtained at nautic

Joins page 6

NOTE B

The U.S. Coast Guard operates a mandatory Vessel Traffic Services (VTS) on the Sabine - Neches Waterway and offshore approaches. Vessel operating procedures, mandatory participation boundaries, and designated radiotelephone frequencies are published in 33 CFR 161, the U.S. Coast Pilot, and the VTS Port Arthur User Manual. Mariners should consult these sources for applicable rules and reporting requirements. "Port Arthur Traffic" is a full service VTS, providing a continuous Information Service, Traffic Organization Services and Navigational Assistance Services as required.

SCALE 1:40,000
Nautical Miles
1 ½ 0 1
Yards
1000 0 1000 2000 30
Meters
1000 0 1000 2000 3

MAGNETIC
VAR 2° 15′ E (2013)
ANNUAL DECREASE 8′

E C H E S R I V E R

Floyd Bayou
RESERVE FLEET 162.270 (see note A)
RESERVE FLEET 162.270 (see note A)
Marsh
Gray's Bayou
Bessie Heights Canal
Obstn
Pile
15 ft rep 1982
42 ft rep 1994
Obstns
Q R 17ft 4M "30" Ra Ref
Q R 17ft 4M "28"
Fl R 4s 17ft 3M "34"
Pipeline Area
Dols
Q G 17ft 3M "29" PA
Fl G 2.5s 20ft "1"
Fl G 2.5s 25ft "3"
Fl R 2.5s 17ft 4M "26A"
Lever under constr
Bird Island Bayou
Smith Bluff Cutoff
40 ft rep 1986
Smith Bluff
Tanks
F G 37ft
F G 57ft
22 ft rep 1980
Block Bayou
4 ft rep 1982
R TR
2 Fl G 2.5s 15ft Priv
Ramp
Fl R 4s 17ft 4M "26"
4 Fl G 2.5s 10ft PA
Fl G 2.5s 10ft Priv
Fl R 4s 17ft 3M "22" Ra Ref
12 ft rep 1985
Piling rep
Mooring Area
Wks
PA
Joins page 9

This BookletChart was reduced to 70% of the original chart scale. The new scale is 1:57142. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

Formerly C&GS 533, 1st Ed., Dec. 1921 V-1921-207 KAPP 77

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

SABINE AND NEC

TABULATED FROM SURVEYS BY THE

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT

NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTE
SABINE-NECHES CANAL :		
JCT PORT ARTHUR TO NECHES RIVER	31.4	40.7
NECHES RIVER TO SABINE RIVER	25.5	23.7
NECHES RIVER:		
MOUTH TO SMITH BLUFF CUT-OFF	28.4	28.4
TURNING BASIN AT DEER BAYOU	38.7	33.2
TURNING BASIN AT SMITHS BLUFF	41.5	39.3
SMITH BLUFF TO BEAUMONT T.B.	30.3	31.2
TURNING BASIN @ MILE 40.3	32.5	32.9
CHANNEL EXTENSION C	32.0	32.2
MANEUVERING AREA AT BEAUMONT TURNING BASIN	38.1	39.4
BEAUMONT TURNING BASIN EXTENSION	27.1	18.7
BEAUMONT T.B. TO BETHLEHEM SHPYDS	20.9	22.4
SABINE RIVER:		
MOUTH TO ORANGE MUNICIPAL SLIP	17.1	22.7
ORANGE TURNING BASIN	8.9	25.9
ORANGE MUNICIPAL SLIP	28.6	28.6
ORANGE MUNICIPAL SLIP TO OLD U.S. HWY 90 BRIDGE	24.3	28.3
CHANNEL AROUND ORANGE HARBOR ISLAND	11.3	13.2

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANG

NO

It is recommended that vessels make a SÉCURITÉ call on VHF- Sabine-Neches Canal at the Na Arthur Canal.

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES – GULF COAST

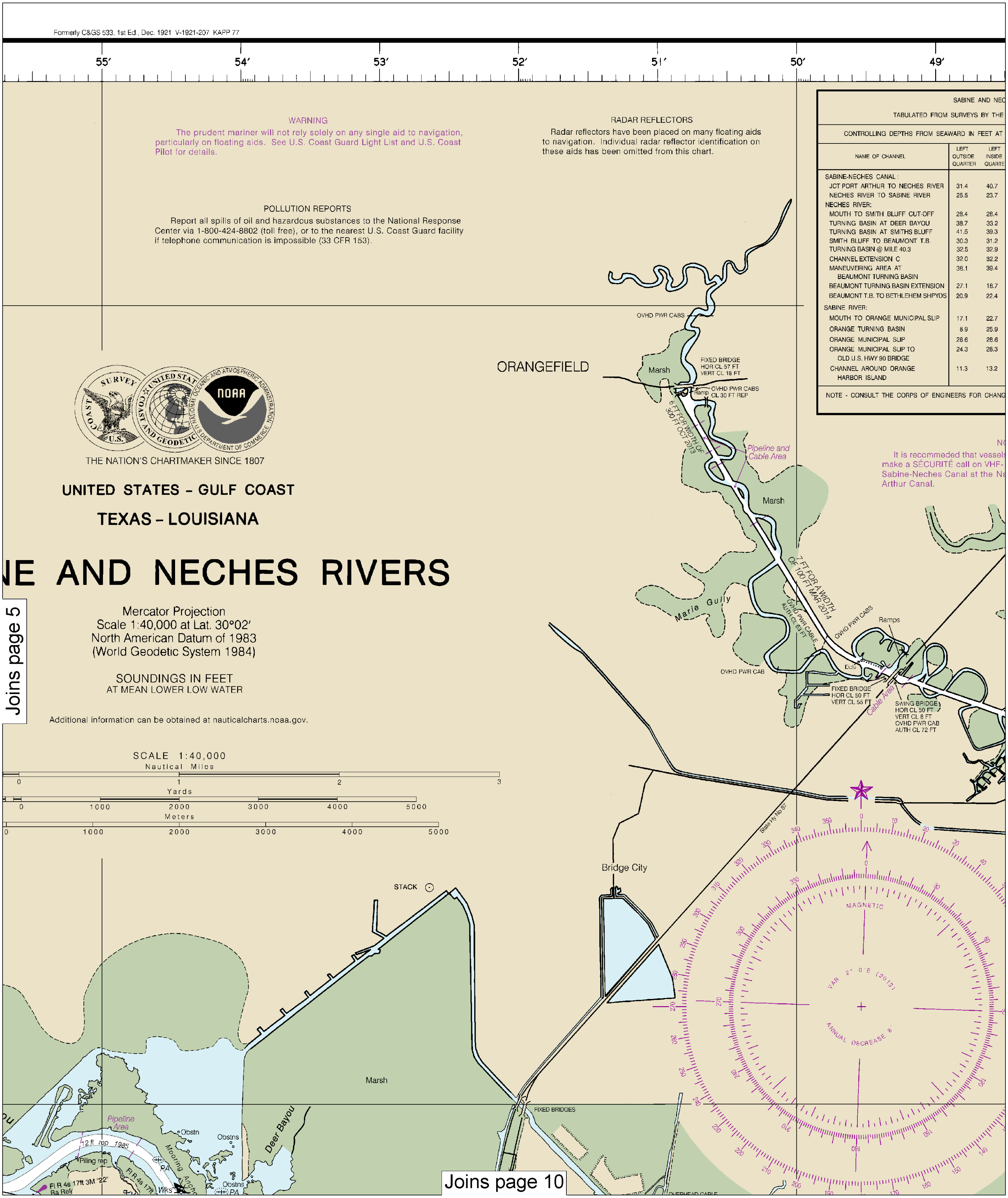
TEXAS – LOUISIANA

NE AND NECHES RIVERS

Mercator Projection
Scale 1:40,000 at Lat. 30°02′
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.



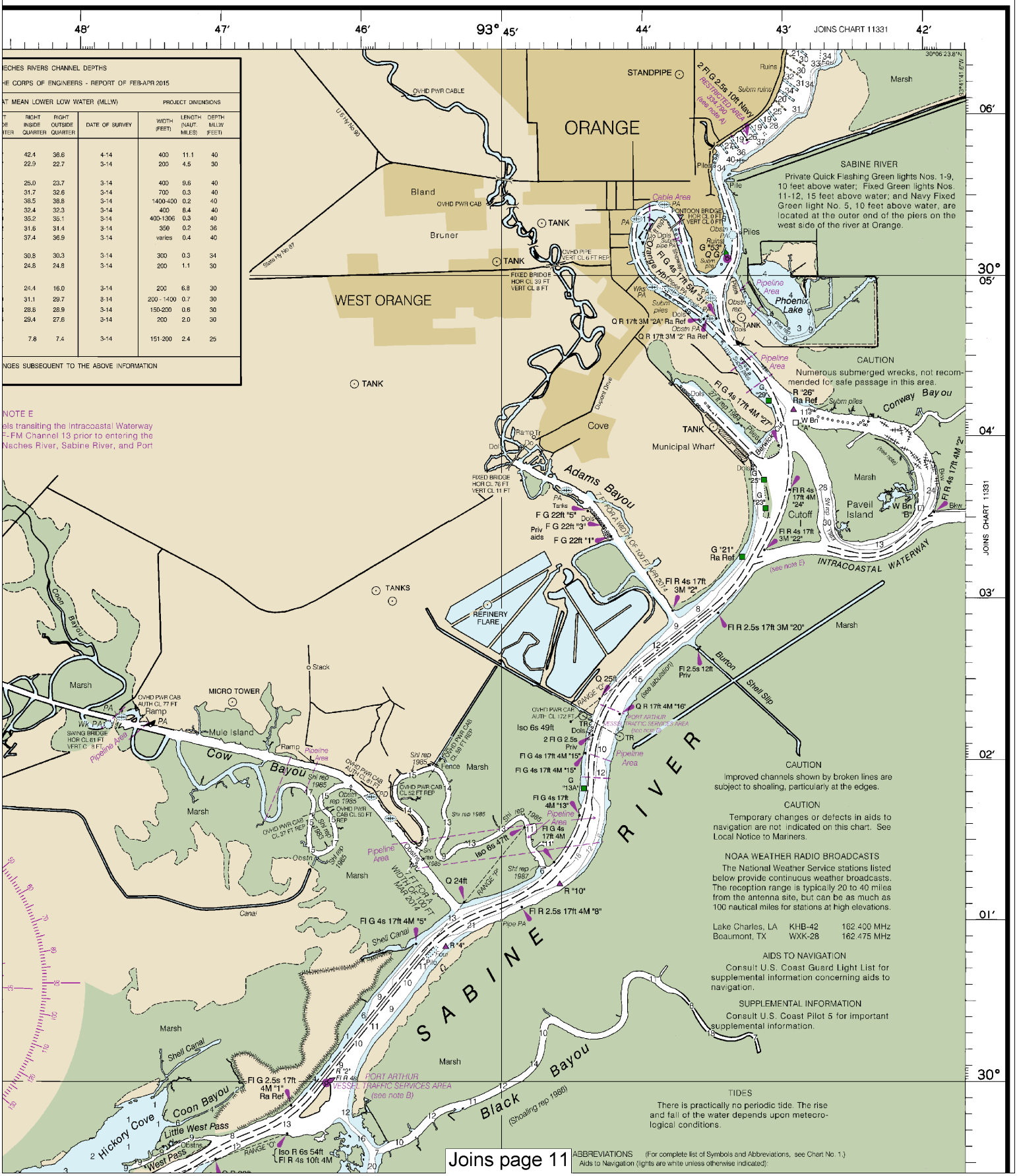
Joins page 5

Joins page 10

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:40,000 Nautical Miles Yards

See Note on page 5.

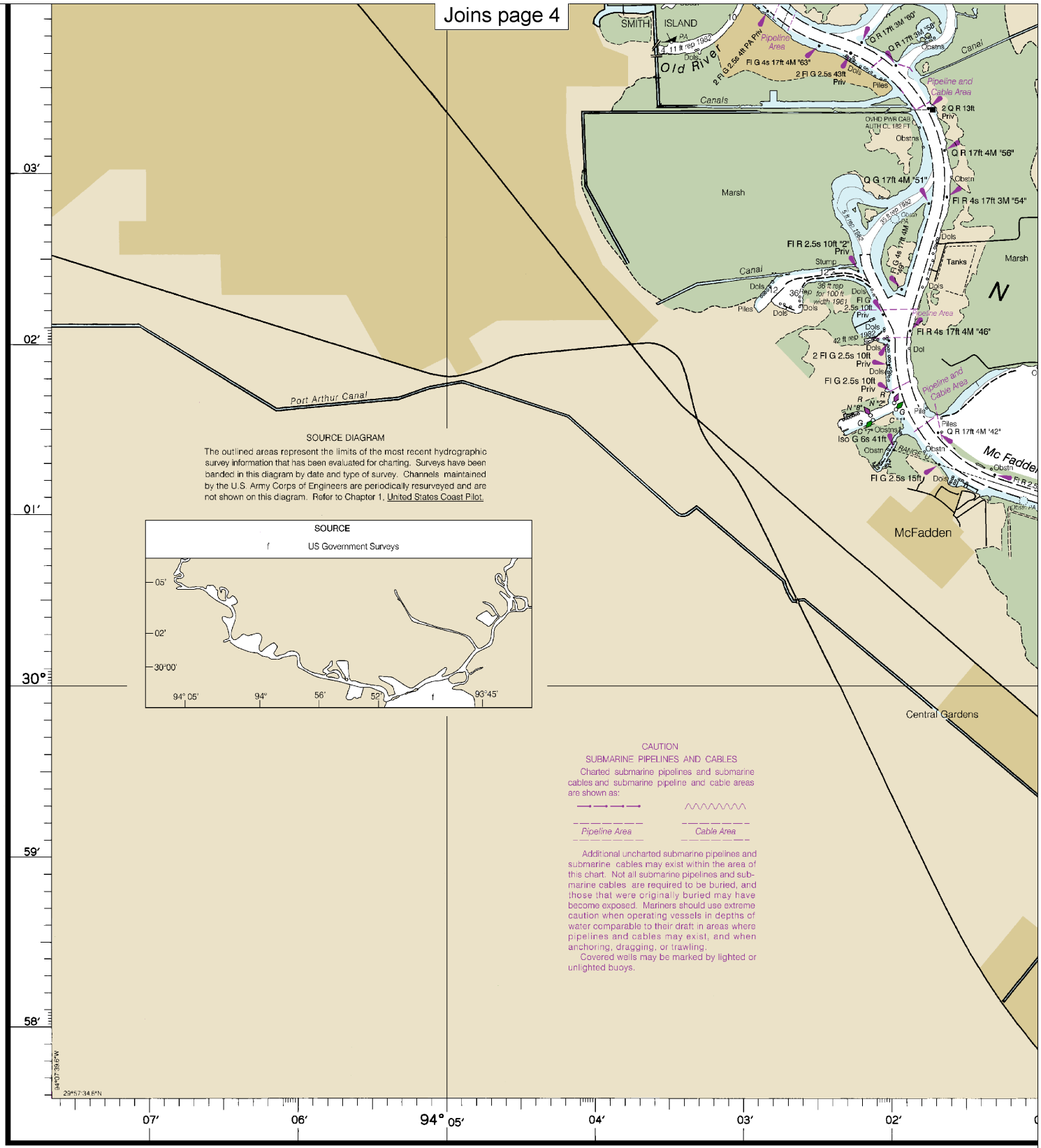


Joins page 11

Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

Last Correction: 11/2/2016. Cleared through:
LNM: 4516 (11/8/2016), NM: 4416 (10/29/2016)

Joins page 4



39th Ed., Dec. /13

11343

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

NOAA encourages users to submit inquiries, discrepancies or comments about this chart at http://www.nauticalcharts.noaa.gov/staff/contact.htm.

Last Correction: 11/2/2016. Cleared through:
LNM: 4516 (11/8/2016), NM: 4416 (10/29/2016)

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

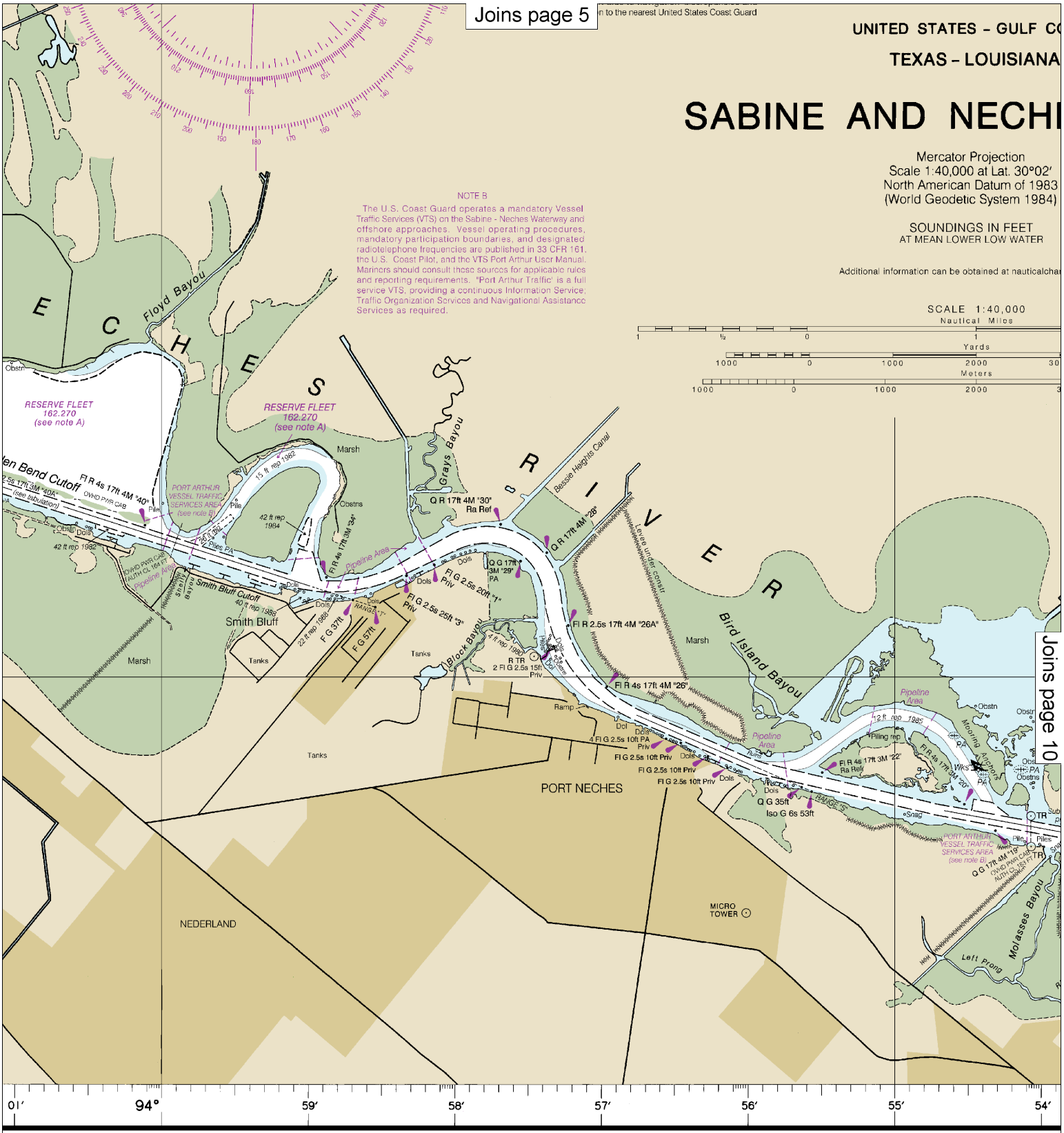
Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.

Joins page 5

Joins page 10



Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRAT
NATIONAL OCEAN SERVICE
COAST SURVEY

Joins page 6

UNITED STATES – GULF COAST

TEXAS – LOUISIANA

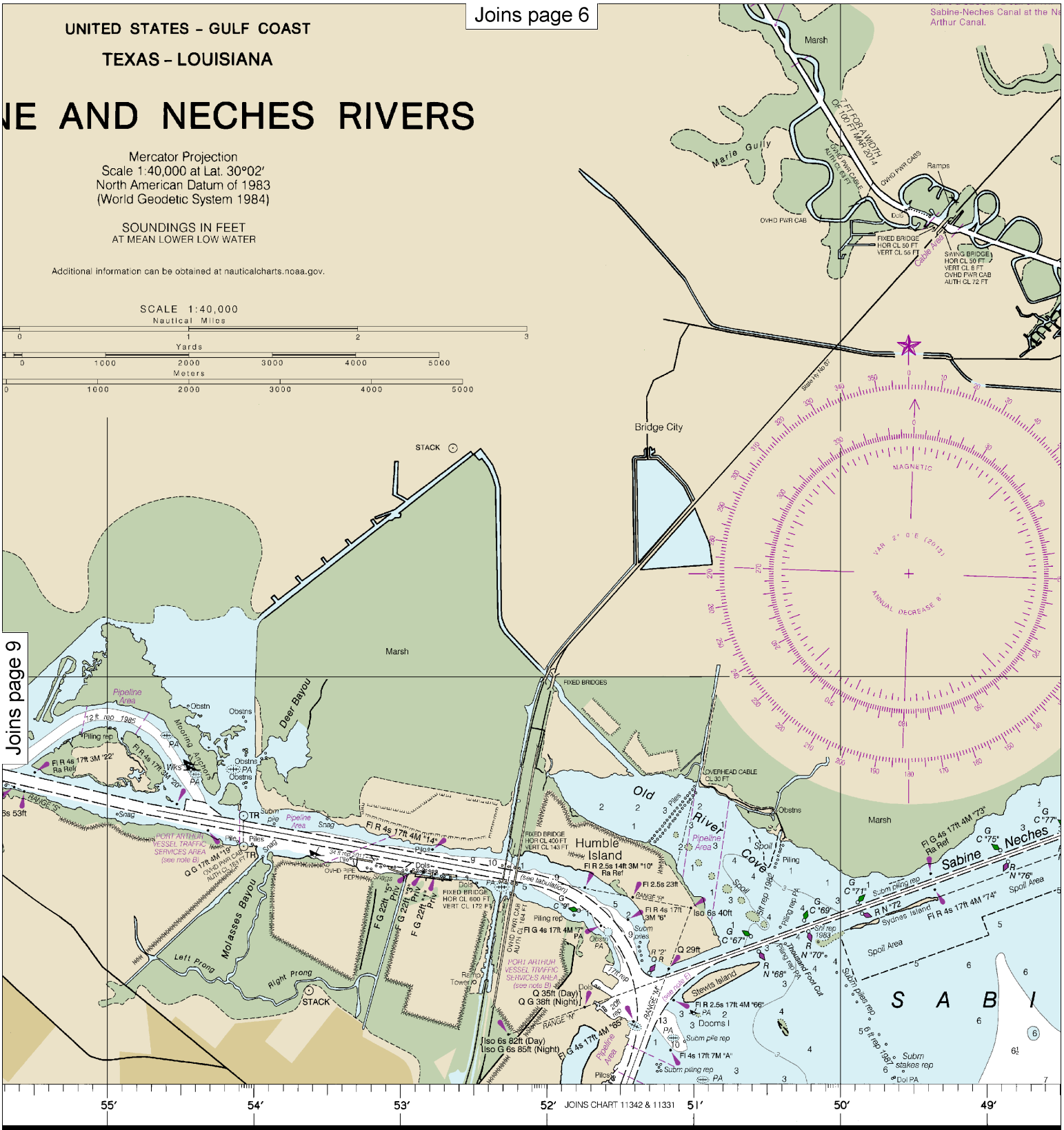
NE AND NECHES RIVERS

Mercator Projection
Scale 1:40,000 at Lat. 30°02′
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

SCALE 1:40,000
Nautical Miles 0 1 2 3
Yards 0 1000 2000 3000 4000 5000
Meters 0 1000 2000 3000 4000 5000



Joins page 9

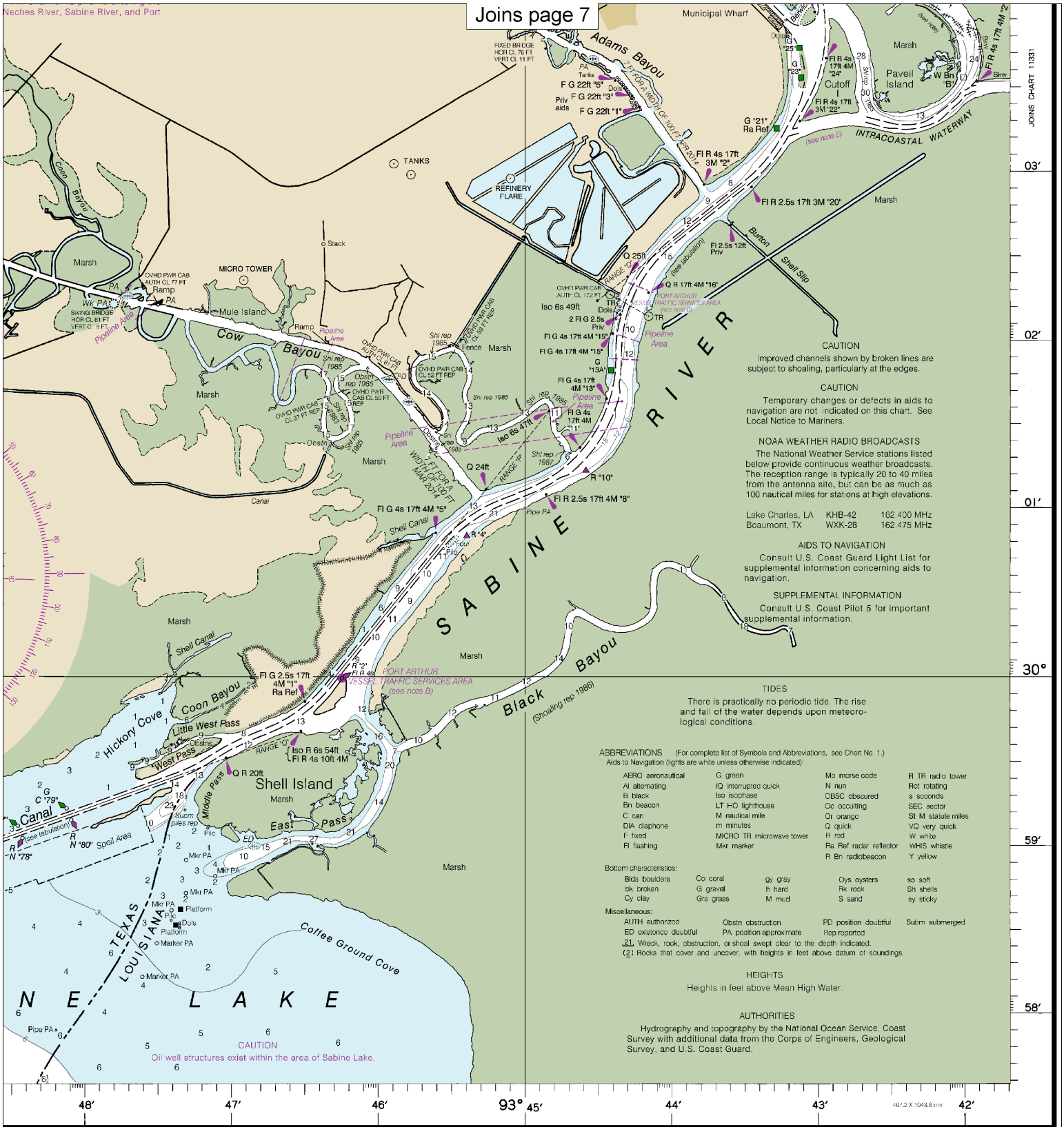
Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

SOUNDINGS IN

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles 1 ½ 0 1 2 3
Yards 1000 0 1000 2000 3000 4000 5000



FEET

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102	
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31

Sabine and Neches Rivers

SOUNDINGS IN FEET - SCALE 1:40,000

11343

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

Quick References

Nautical chart related products and information	—	**http://www.nauticalcharts.noaa.gov**
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Coast Pilot online	—	**http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm**
Tides and Currents	—	**http://tidesandcurrents.noaa.gov**
Marine Forecasts	—	**http://www.nws.noaa.gov/om/marine/home.htm**
National Data Buoy Center	—	**http://www.ndbc.noaa.gov/**
NowCoast web portal for coastal conditions	—	**http://www.nowcoast.noaa.gov/**
National Weather Service	—	**http://www.weather.gov/**
National Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
Contact Us	—	**http://www.nauticalcharts.noaa.gov/staff/contact.htm**

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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

NOAA's Office of Coast Survey The Nation's Chartmaker